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CENTRAL INTELLIGENCE AGENCY

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1. 16 July 1949 :

Almost throughout the day twin-engine transports flying in formations of three to nine planes were seen arriving from the west heading northeast. Three men parachuted from each of these planes over the airfield area from an altitude of about 500 meters. The number of planes seen in the course of the day were estimated at about 200. The type of the aircraft could not be determined.

2. Observations made on 17 July 1949 between 1 and 3 p.m. :

a. Approach of a formation of 30 small single-engine planes.

b. About 50 four-engine bombers (see Annex 1) flying over the airfield at an altitude of about 200 meters. Groups of three to nine parachutists jumped from each plane. The bombers flew in flights, the individual planes close together. The approach could not be observed; the aircraft were headed for the Kremlin.

c. About 15 single-engine jet planes (see Annex 2, Type I), crossing the field in low-level flight and subsequently pulling up almost perpendicularly to an altitude of about 1,000 meters. Fifteen more planes of the same type were seen in five flights, the individual craft of each flight flying very close together.

d. Two flights of jet aircraft flying at a great altitude so that details of the figuration could not be made out. Source only noticed a slight sweep-back of wings and saw that the fast planes had red

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noses. Throughout the whole air parade individual turbine aircraft of Type I and two turbine aircraft of Type II (see Annex 3) flew over the airfield at various altitudes, mostly from north to south.

3. Flying observed over the Tushino airfield :

The turbine plane of Type I was daily seen in the period before the air show flying individually and in flights. The planes mostly performed steep climbs and dives. The twin-engine turbine aircraft of Type II was once seen over the town before the air show. Otherwise only local flights with biplanes were noticed.

4. Description of the observed aircraft :

a. Four-engine bomber (see Annex 1). In-line engines, four glazed gun stations (see a of sketch), two bulges (b of sketch). Upper side painted silver, under side azure blue, marked with letters CCCP and Soviet star. The lettering was never seen before and therefore particularly noted.
Speed : About 400 km/ph.

b. Jet aircraft of Type I (see Annex 2). For dimensions and figuration of fuselage, wings, and tail assembly, see Annex 2. The jet engine was housed in the fuselage, air intake in nose, slightly below center, exhaust under fuselage in conspicuous step. The aircraft was painted silver and was marked with a star. It was about the size of a Me-109 which was known to source. Very maneuverable, with a good rate of climb; almost perpendicular climbs up to an altitude of several thousand meters were seen.

c. Jet aircraft of Type II (see Annex 3). For dimensions and figuration of fuselage and tail assembly see sketches of Annex 3. Two jet engines suspended from the wings and projecting farther forward than aft of them. Cross section of engine nacelles slightly larger than that of fuselage. The plane was painted silver and marked with a star under the wings. The dimensions of the craft were similar to those of the German FW-189 but it had a smaller wing span. The very slim fuselage was particularly noted.
No details available on the flight characteristics except that the plane flew wide curves.

Comment :

a. According to a photograph published in the Sovetskaya Armiya of 20 October 1949, Type I is a Mikoyan design displayed at this parade. A comparison of the attached sketches with the photograph shows minor errors in observation but also reveals that they are in agreement as to the conspicuous characteristics. For this reason the data on the jet fighter Type II with the two engines suspended from the wings is also considered credible, particularly since the

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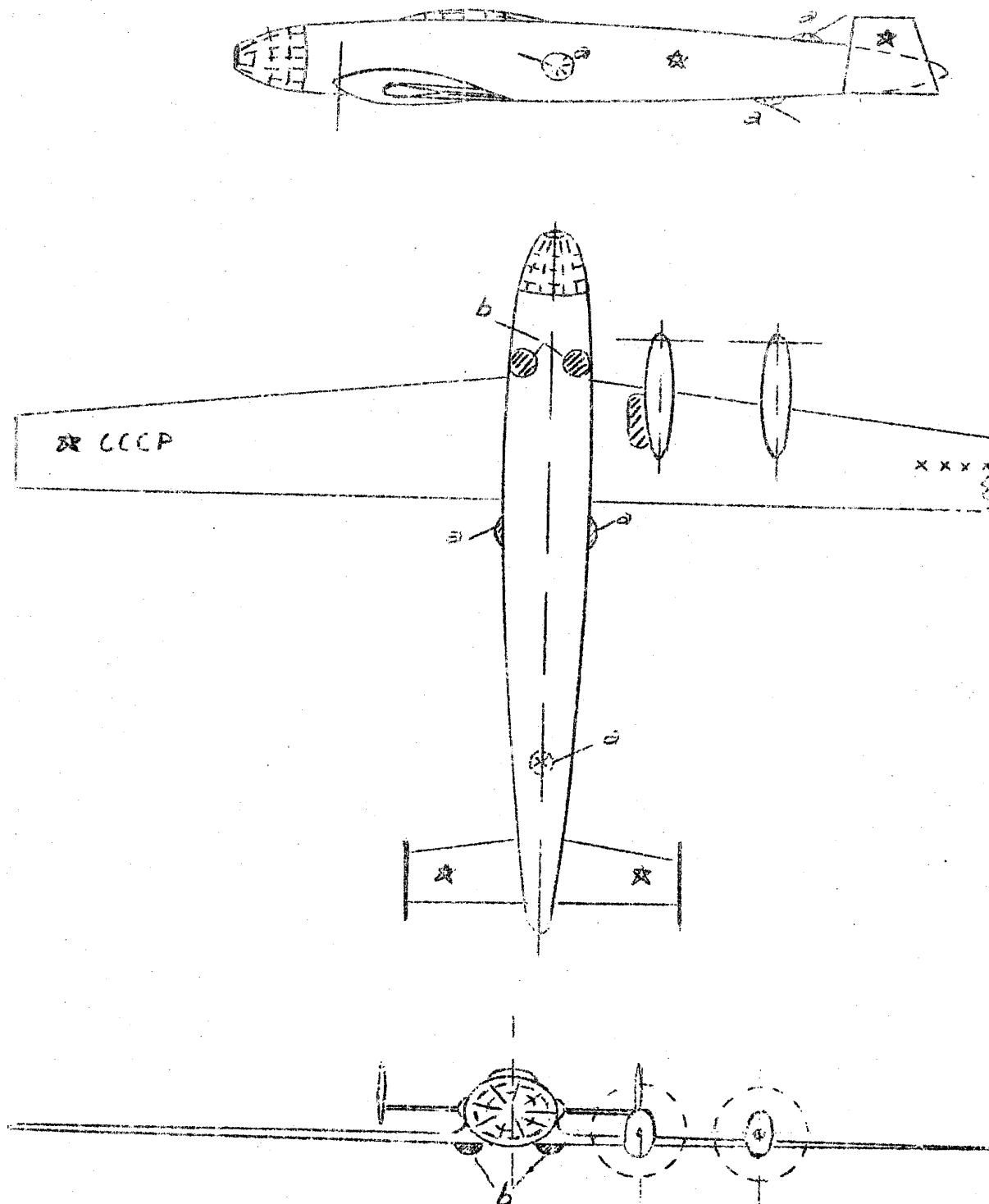
existence of such a type was mentioned several times before.

b. More difficult is the problem of a four-engine bomber type with double rudder assembly. It is not quite clear whether the pertinent description is due to a confusion with twin-engine designs or to an error in observation. From several reports on Soviet four-engine bombers fitted with double rudder assembly it is assumed that a specific series of the Soviet B-29s was actually built in this way. The purpose of the two bulges under the fuselage cannot be determined. They may possibly be blisters housing radars or gun stations.

3. Annexes :
1. Four-Engine Bomber Observed over Tushino.
 2. Jet Fighter Observed over Tushino (Type I).
 3. Jet Fighter Observed over Tushino (Type II).

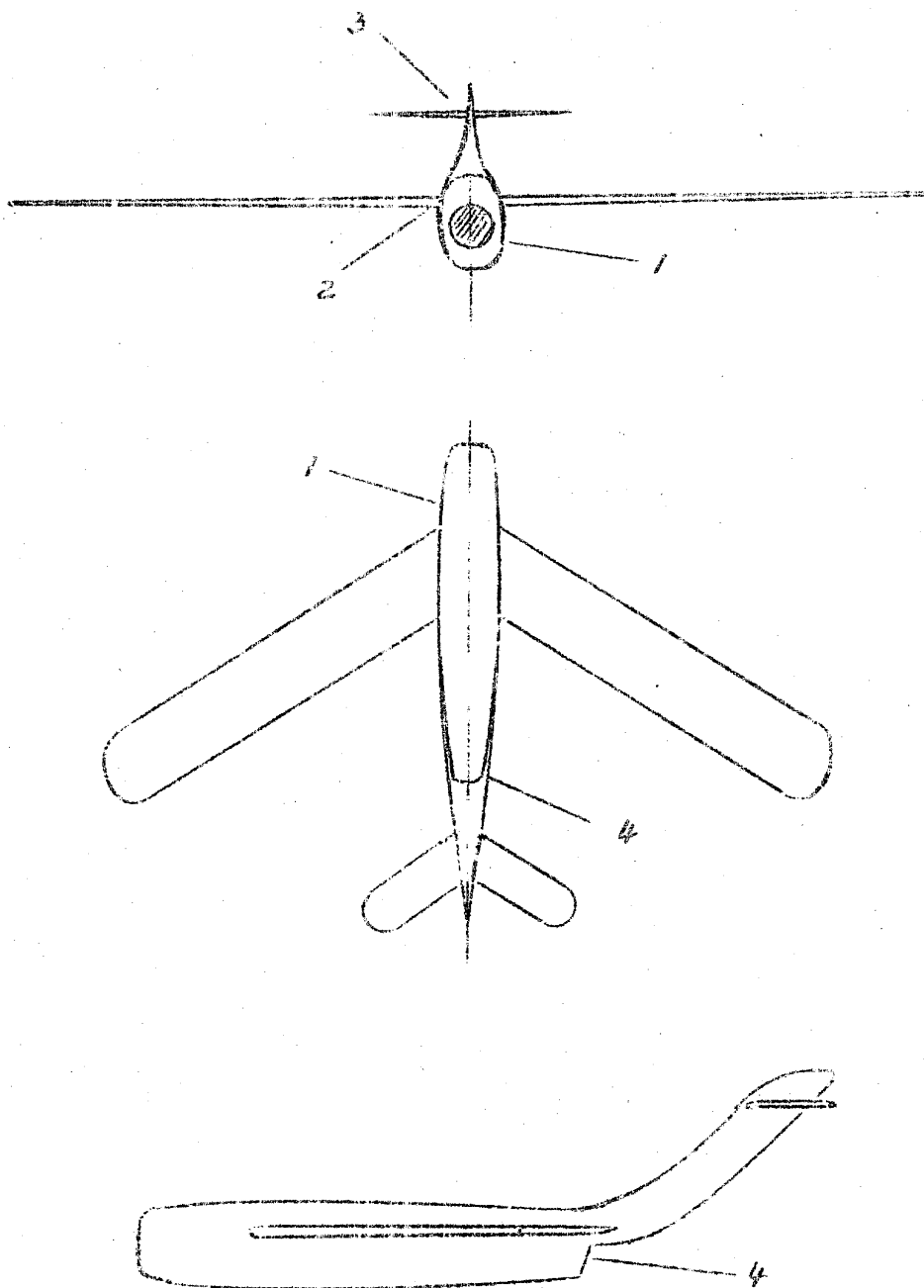
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Four-Engine Bomber Observed over Tushino



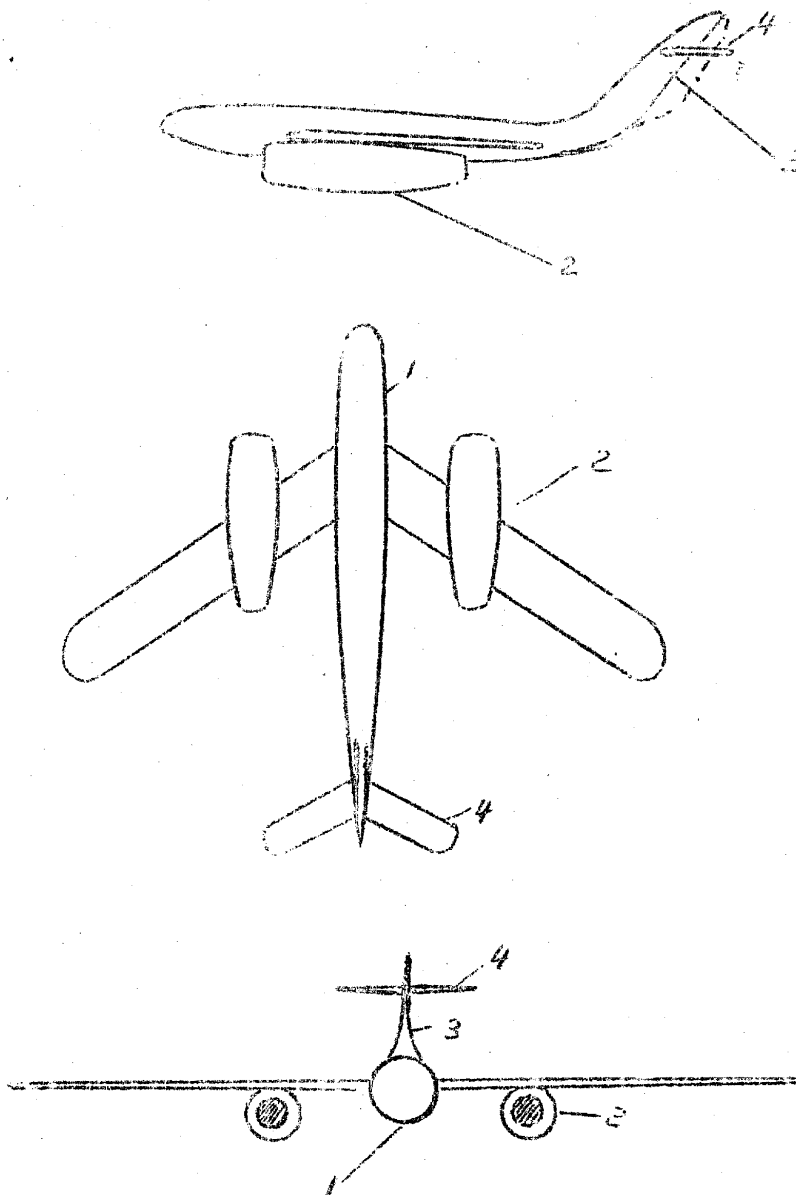
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Jet Fighter Observed over Tushino (Type I)



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Jet Fighter Observed over Tushino (Type II)



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